

Laterally: Place level on seat rail at cockpit floor fuselage station 4518 (FR 10) 90° to aircraft centerline.

Center of Gravity (CG) Limits Refer to Airplane Flight Manual (AFM)

Empty Weight CG Limits None.

Maximum Weights

Max Ramp Weight:	39,750 lbs.
Max Takeoff Weight:	39,600 lbs.
Max Landing Weight:	32,700 lbs.
Max Zero Fuel Weight:	28,200 lbs.

Maximum Compartment Weights

Floor load 120 lb./ft. ²	Lbs.	Arm
(floor load behind vertical net 100 lb./ft. ²)	1980	544.21 in. (13.82 meters)

Fuel Capacity

Total useable fuel all tanks	14620 lbs. (at density 6.7 lbs./U.S. gallon)
Total unusable fuel all tanks	86.8 lbs. drainable from tanks and lines
	29.6 lbs. trapped in tanks and lines

	LH wing tank	LH feed tank	Center tank	Aft tank	Fwd. tank	RH feed tank	RH wing tank
Tank Capacity (LBS)	4377	540	2153	1132	1619	540	4377
Tank Usable Fuel (LBS)	4340	530	2140	1130	1610	530	4340
Arm, inches (Meters)	441 (11.20)	439 (11.15)	396 (10.05)	541 (13.75)	322 (8.20)	439 (11.15)	441 (11.20)
Unusable Fuel (LBS)	36.8	10.0	12.6	1.6	8.6	10.0	36.8
Arm, inches (Meters)	441 (11.20)	439 (11.15)	396 (10.05)	541 (13.75)	322 (8.20)	439 (11.15)	441 (11.20)

Minimum Crew 2 Pilot and Copilot.

Maximum Passenger Seating Capacity 19 As limited by exit door arrangement (see Note 4)
0 For aircraft conforming to "green" aircraft configuration defined by GALP drawing 30P000999900-501 Revision A and report 30P000/120060 Revision New

Oil Capacity Oil capacity (useable) for both engines 19.2 lbs. (at density 8.14 lbs./U.S. gallon)

Maximum Altitude 45,000 ft.

Control Surface Movements

Ailerons	15° TE up, 15° TE down ($\pm 0.25^\circ$)
Aileron trim	15° TE up, 15° TE down ($\pm 1.0^\circ$)
Aileron gear tab	15° TE up, 15° TE down ($\pm 1.0^\circ$)
Elevator	27.5° TE up, 20° TE down ($\pm 0.5^\circ$)
Stabilizer	12° TE up, 2.5° TE down ($\pm 0.3^\circ$)
Rudder	30° right, 30° left ($\pm 1.5^\circ$)
Rudder trim	9° right, 9° left ($\pm 1.1^\circ$)
Ground Spoiler	55° up ($\pm 1.7^\circ$)
Roll Spoiler	45° up ($\pm 1.65^\circ$)
Flap	39° maximum TE down ($\pm 1.0^\circ$)

Deflections are in the planes normal to the hinge lines, except for the flaps, which are in stream wise planes normal to the wing reference plane. Deflections of a surface supported by another moveable surface are relative to the parent surface. Stabilizer deflections are relative to the airplane horizontal reference. Rudder maximum deflections are scheduled by the flight control system as a function of airspeed; the data presented herein correspond to zero airspeed.

Serial Numbers

2001 and subsequent (see Note 6).

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATEDImport Requirements

To be considered eligible for operation in the United States, each aircraft manufactured under this type certificate must be accompanied by a certificate of airworthiness for export or certifying statement endorsed by the exporting foreign civil airworthiness authority which states (in the English language): The [insert aircraft model and series] covered by this certificate conforms to the type design approved under U.S. Type Certificate No. A61NM, TCDS Revision [insert number], dated [insert date] and is found to be in a condition for safe operation.

Certification Basis

14 CFR part 25, effective February 1, 1965, including Amendments 25-1 through 25-120 in entirety, plus Amendment 25-122 in entirety.

Special conditions

- No. 25-449-SC Windshield Precipitation Removal by Hydrophobic Coatings
- No. 25-425-SC Dynamic Test Requirements for Side-facing, Single-occupant Seats
- No. 25-432-SC Go-around Performance Credit for Use of Automatic Power Reserve (ATTCS).
- No. 25-447-SC Engine Torque Loads for Sudden Engine Stoppage
- No. 25-440-SC Design Roll Maneuver
- No. 25-453-SC Operation without normal Electrical Power
- No. 25-439-SC Interaction of Systems and Structure
- No. 25-464-SC Isolation or Aircraft Electronic System Security Protection from Unauthorized Internal Access

- No. 25-465-SC Aircraft Electronic System Security Protection from Unauthorized External Access

Note: The FAA Special Conditions referenced above may be accessed at internet location:

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSC.nsf/Frameset?OpenPage

See note 8 regarding change in model designation.

Equivalent Safety Findings

- 14 CFR 25.811(d)(1), 25.812(a)(1),(b),(c),(d),(e): Emergency Exit Marking and Emergency Lighting (documented in TAD ELOS memo AT0329IB-T-CI-1)
- 14 CFR 25.1301, 25.1309: Function and Installation and Equipment, Systems, and Installations (documented in TAD ELOS memo AT0329IB-T-S-21R1)
- 14 CFR 25.831(g): Cabin Temperature and Humidity (documented in TAD ELOS memo AT0329IB-T-S-15)
- 14 CFR 25.331(c): Checked Pitch Maneuver (documented in TAD ELOS memo AT0329IB-T-A-8)
- 14 CFR 25.341, 25.343, 25.345, 25.371, 25.373, 25.391: Design Gust Criteria and Continuous Turbulence (documented in TAD ELOS memo AT0329IB-T-A-9)
- 14 CFR 25.721, 25.963(d), 25.994: Emergency Landing Gear Breakaway (documented in TAD ELOS memo AT0329IB-T-A-10)
- 14 CFR 25.391, 25.395, 25.415: Ground Gust (documented in TAD ELOS memo AT0329IB-T-A-11)
- 14 CFR 25.671: Flight Control Systems (documented in TAD ELOS memo AT0329IB-T-S-22-1)
- 14 CFR 25.629: Aeroelastic Stability Requirements (documented in TAD ELOS memo AT0329IB-T-S-22-2R2)

14 CFR 25.1203(a): Engine Fire Detection in Tailpipe (documented in TAD ELOS memo AT0329IB-T-P-6)

14 CFR § 25.933: Flight Critical Thrust Reverser (documented in TAD ELOS memo AT0329IB-T-P-8)

14 CFR part 25 multiple sections: Adoption of Draft Harmonized Rules for APU Certification (documented in TAD ELOS memo AT0329IB-T-P-15)

14 CFR 25.841(b): Cabin Pressurization – High Altitude Airport Takeoff and Landing Operations (documented in TAD ELOS memo AT0329IB-T-S-16)

14 CFR 25.901, 25.1305, 25.1321, 25.1549: Digital Display of Engine Rotor Speed N2 (documented in TAD ELOS memo AT0329IB-T-F-8)

Note: The FAA Equivalent Safety Findings referenced above may be accessed at internet location:

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgELOS.nsf/Frameset?OpenPage

See note 8 regarding change in model designation.

Exemptions

Exemption No. 9900 for 14 CFR Part 25 Sections 25.562(a) and 25.785(b): Multiple-occupancy Side-facing Seats

Partial Exemption No. 10274 for 14 CFR Part 25 Section 25.813(e): Doors between Passenger Seats Occupiable for Takeoff and Landing and any Passenger Emergency Exit

Exemption No. 10402 for 14 CFR Section 25.981(a)(3): Structural Lightning Protection Aspects of Fuel Tank Ignition Prevention

Time-limited Exemption No. 10408 for 14 CFR Section 25.901(c): Uncontrollable High Thrust Failure Conditions (see Note 3)

Time-limited Exemption No. 10612 for 14 CFR Section 25.981(a)(3): Fuel Tank Ignition Prevention (see Note 9)

Partial Time-limited Exemption No. 10613A for from certain engine installation, operational limitation and engine indication provisions of Title 14, Code of Federal Regulations (14 CFR) (See Note 10)

Note: The FAA Exemptions referenced above may be accessed at internet location:

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgEX.nsf/Frameset?OpenPage

See note 8 regarding change in model designation.

Optional Design Regulations:

The model G280 has been shown to comply with the following optional requirements:

Section 25.801 Ditching

Section 25.1411(d),(e),(f),(g) Safety Equipment – General

Section 25.1415(a)(b)(c)(d) Ditching Equipment

Section 25.1419 Ice protection

Environmental Standards:

14 CFR part 34, as amended by Amendments 34-1 through 34-4, effective June 29, 2009

14 CFR part 36, effective December 1, 1969 including amendments 36-1 through 36-28 effective February 3, 2006

A finding of regulatory adequacy pursuant to the “Noise Control Act of 1972” (49 USC Section 44715)

Additional Design Requirements and Conditions:

The following design details or information must be maintained to ensure that an unsafe design condition is not present:

Fuel Vent System Fire Protection: Compliance shown by design; flame arrestors added to the vent line near the NACA scoops on the outboard wing.

Fuselage Fuel Tank Penetration: Compliance shown by design and test of the G280 forward and aft fuselage fuel tanks to demonstrate resistance to tire fragment or other debris impact. Changes to fuel tank skin thickness, tire mass, and tire size, may impact debris penetration resistance. Therefore, any such changes will require evaluation to ensure an unsafe condition is not introduced.

Type Certificate Information

Type certificate A61NM issued August 30, 2012

- Original application for type certification dated March 31, 2006
- Extension granted per 14 CFR Section 21.17(d)(2) for a new reference date of application of March 31, 2007
- Provisional type certificate application October 27, 2011
- Extension granted per 14 CFR Section 21.17(d)(2) for a new reference date of application of September 30, 2007
- Provisional type certificate A61NM issued March 1, 2012

Production Basis

Gulfstream G280 airplanes, all series and models, are produced in Israel under CAAI Production Certificate No. PA-30., See also Note 7 regarding licensing arrangements.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see the Certification Basis) must be installed in the aircraft. The list of all such equipment supplied by the manufacturer with each aircraft is contained in the GALP document:

G280 Master Equipment List Rep. 30P000/110634/Rev.A or higher

Airplane Flight Manual

CAAI-approved AFM No. G280-1001-1 for aircraft with avionics software version 3.2.1

CAAI-approved AFM No. G280-1002-1 for aircraft with avionics software version 3.6

Service Information

Service bulletins, repair instructions (letters, drawings, specifications, forms used for transmitting repair descriptions, etc.), structural repair manuals, airplane flight manuals, vendor manuals, and overhaul and maintenance manuals that are published in the English language and indicate applicability to the U.S. approved type design included in this Type Certificate and that include a statement that the document is Civil Aviation Authority of Israel (CAAI) approved, are accepted by the FAA and are considered FAA approved. These approvals pertain to type design only.

NOTES:**NOTE 1:**

Weight and balance:

A current weight and balance report, including a list of equipment included in certificated empty weight and loading instructions when necessary must be provided for each aircraft at the time of original certification.

The certificated basic empty weight and corresponding center of gravity location must include the total engine oil, hydraulic fluid and unusable fuel.

NOTE 2:

Airplane operation must be in accordance with a CAAI approved Airplane Flight Manual . All placards required by the AFM, operating rules, and the certification basis must be installed in the appropriate locations.

NOTE 3:

Maintenance Program, including Service Life Limits and Required Maintenance/Inspections/Reporting:

Chapter 5-10-10 of the Gulfstream G280 Maintenance Manual, part number G280-1001-3, basic issue, dated August 24, 2012 contains the Airworthiness Limitations Section required by 14 CFR part 25 appendix H25.4. Later revisions to the Chapter 5-10-10 must be approved prior to incorporation into the maintenance program of airplanes operated under the type certificate. The Chapter 5-10-10 includes the following components:

- Life limited components are listed in the Tables 4, 5, and 6.
- The mandatory systems certification maintenance requirements, raised from the safety analysis, are listed in the Table 7.
- The fuel tank system airworthiness limitations are listed in the Table 8.
- The fuel tank system critical design configuration control limitations (CDCCLs) are listed in the Table 9.

Additionally, the FAA has concluded that the occurrence of any uncontrollable high-thrust failure condition, or any of the associated causal failures listed in Chapter 05-10-10 of the G280 Maintenance Manual, may endanger the safe operation of an airplane, and hence are reportable under Title 14, Code of Federal Regulations 121.703(c), 125.409(c), and 135.415(c).

NOTE 4:

The type design defined by GALP drawings 30P000999900-501 Revision A and report 30P000/120060 Revision New includes approved seating for pilot and copilot only, and has peculiar provisions and limitations linked to this limited occupancy. A forward observer seat is not included in the approved type design.

Modifications intended to expand occupancy provisions to other than pilot and copilot seating approved under the TC must be approved. Certification guidance for interior installations is provided in GALP report 30P090/060643 Rev. A or higher "G280 Certification Specification for the Green Aircraft Completion Center Interface."

In addition to occupancy considerations noted above, compliance to 14 CFR 25.809(a) was found:

- (a) for the over wing exit by using both the window in the exit and the window immediately forward of the exit. It isn't possible to view the likely area of evacuee ground contact from the over wing exit window therefore the window immediately forward of the exit was used for this purpose. No items may be installed between the over wing exit and the window immediately forward of the over wing exit that could cause an obstruction. Questions regarding a proposed installation in this area must be coordinated with the TC issuing office.
- (b) for the Main Entry Door (MED) exit by using the left hand (LH) forward-most cabin window which is immediately aft of and adjacent to the MED. No items may be installed that could cause an obstruction of this window, unless alternative viewing means are approved. Questions regarding a proposed installation in this area must be coordinated with the TC issuing office.

NOTE 5:

The G280 model incorporates integrated avionics systems using software-based line replaceable units (LRUs) which share a digital transmission bus. Modification to the LRU software or alteration of the LRU interface could adversely affect the airworthiness of the certified product. LRU software configurations approved under the TC are defined in GALP Document 30P8000005

Rev.W, "TOP ELECT.& AVIONIC PART LIST BASIC FINAL ASSY." Changes to the integrated avionics system must be approved.

- NOTE 6: G280 airplane serial numbers 2003 through 2009 were imported into the U.S. under the provisional TC issued March 1, 2012. These serial number airplanes did not conform to the FAA-approved type design definition at the time of import. Eligibility for a standard certificate of airworthiness on these airplanes requires a determination of conformity to the type design definition approved under the FAA TC. The modifications necessary to bring these airplanes from the exported configuration to the FAA TC type design configuration are described in a Task Transfer Reports (TTR) prepared for each serial number airplane, according to the G280 GALP PTC to TC Configuration Management Plan, IAI Document Number 30P002/120376, Revision A, dated July 26, 2012.
- NOTE 7: Israel Aerospace Industries (IAI) LTD., Ben Gurion International Airport 70100, ISRAEL, is licensed by GULFSTREAM AEROSPACE LP to manufacture and obtain Airworthiness Certificates for the aircraft models listed in this Type Certificate Data Sheet.
- NOTE 8: GALP letter CAAI/11140/BM, dated July 18, 2011 provides notification of a model designation change from G250 to G280. Some FAA special conditions, exemptions, and equivalent safety finding memorandums issued prior to this date include the G250 model designation but are fully applicable to the Model Gulfstream G280.
- NOTE 9: In accordance with the FAA Decision contained in Time-limited Exemption No. 10612 for 14 CFR Section 25.981(a)(3): Fuel Tank Ignition Prevention, no aircraft may operate after June 30, 2014 unless production modification G25-10706 or its associated service bulletin 280-57-036, and production modification G25-20047 or its associated service bulletin 280-57-071 are incorporated.
- NOTE 10: In accordance with the FAA Decision contained in Time-limited Exemption No. 10613A from certain engine installation operational limitation and engine indication provisions: no aircraft may operate after December 31, 2015 unless production modification G25-10022 or its associated service bulletin 280-30-017, and production modification G25-20061 or its associated service bulletin 280-76-111 are incorporated.

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